



Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Joint Policy Committee

PLANNING RESOURCES

Smart Growth

Tool or Topic: **Awards**

Author

Organization

Published

Format

Title: Developments of Excellence Awards

Alexander

Atlanta Regional Commission

Website

[#http://www.atlantaregional.com/qualitygrowth/doe.html#](http://www.atlantaregional.com/qualitygrowth/doe.html#)

Description:

To showcase innovative developments that are bending the trends in how the Atlanta region grows, ARC established the Developments of Excellence Awards. ARC later joined forces with the Regional Business Coalition to promote the Developments of Excellence Awards program and to make a wider array of projects eligible for the award, not just those reviewed as Developments of Regional Impact

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: A Field Guide to Sprawl

Hayden

Lincoln Institute of Land Policy

7/1/2004

Book

<http://www.lincolnst.edu/pubs/pub-detail.asp?id=925#>

Description:

This concise book defines the vocabulary of sprawl, from alligator to zoomburb, illustrating 51 colorful terms invented by real estate developers to characterize contemporary building patterns. Stunning aerial photographs (by Jim Wark), each paired with a definition, convey the impact of development and provide visual vocabulary needed by professionals, public officials and citizens to critique uncontrolled growth in the American landscape.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Alternatives to Sprawl

Young

Lincoln Institute of Land Policy

12/1/1995 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=864#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=864#)

Description:

Sprawl is not a recent phenomenon. There is general agreement that it began in the construction boom of the post-World War II years and really came into its own with the initiation of the Interstate Highway System in the 1950s. There is general agreement, also, that it entered a new and much more destructive phase in the "boom" years of the past decade. As the boom has turned to bust, citizens have voiced growing disaffection with development policies and practices that are costly (in social and environmental as well as fiscal terms) and increasingly unworkable.

With more and more people deciding that they don't want the ride--or, at the very least, deciding that the price of the ticket may be too high--the search for methods of dealing with sprawl and for less destructive patterns of development has taken on new urgency.

As part of this effort, on March 22, 1995. The Brookings Institution, the Lincoln Institute of Land Policy and the National Trust for Historic Preservation cosponsored a day-long conference entitled "Alternatives to Sprawl." The speakers represented a wide range of expertise, affiliation and opinion. Their comments, ideas, research findings and recommendations are summarized in the following pages. We hope they may serve as a resource for private citizens and public officials in making informed choices about the future growth patterns of the cities, towns and countryside where we all live.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Balanced Transportation: Achieving Congestion Relief and Meeting
Transportation Needs in Solano County

Steinbach

Greenbelt Alliance

6/1/2002

PDF file

<http://www.greenbelt.org/downloads/regions/solano-napa/balancedtransportation.pdf#>

Description:

Attributes congestion to sprawl. Recommends a balanced transportation plan

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Beyond Edge City: Office Sprawl in South Florida

Lang

The Brookings Institution

3/1/2003

PDF file

[#http://www.brookings.edu/es/urban/publications/langmiami.htm#](http://www.brookings.edu/es/urban/publications/langmiami.htm#)

Description:

Exploration of Office Sprawl.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Beyond Sprawl: New Patterns of Growth to Fit the New California

Steinbach

Greenbelt Alliance

1/1/1995

Website

http://www.greenbelt.org/resources/reports/report_beyondsprawl.html#

Description:

A critique of post-war sprawl.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: Columbia, Irvine and The Woodlands: Planning Lessons from Three
U.S. New Towns of the 1960s and 1970s

Forsyth

Lincoln Institute of Land Policy

4/1/2001

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=117#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=117#)

Description:

This paper examines three new communities developed since the 1960s and planned as a response to early criticisms of urban sprawl: Columbia, Irvine, and The Woodlands. They were pioneers of a number of techniques now considered to be part of the smart growth repertoire. They also represent a best case scenario for private sector development—they had big land areas, rich developers, cutting edge professionals, and visions that were held on to. Drawing on a range of data sources—interviews, archival records, census data, and site observations—this paper shows that while they are not perfect, they are very good examples of what planners would probably all call best practices in smart growth. However problems with automobile dependence and affordability indicate areas where US planners may have to make some tougher choices about land use planning and design.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Contra Costa County: Land Use or Abuse

Steinbach

Greenbelt Alliance

4/1/1996

Book

<http://www.greenbelt.org/resources/reports/index.html#>

Description:

A comprehensive audit of development plans--and the enormous costs associated with those plans--in the Bay Area's most pro-development county: Contra Costa. The audit reveals a massive tide of development threatening Contra-Costa's dwindling farmland and other open space, and offers recommendations for preserving the county's endangered quality of life.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Do Highways Matter? Evidence and Policy Implications of Highways'
Influence on Metropolitan Development

Bournet

The Brookings Institution

8/1/2000

PDF file

[#http://www.brookings.edu/metro/boarnetexsum.htm#](http://www.brookings.edu/metro/boarnetexsum.htm#)

Description:

Growing concerns about traffic congestion and rapid suburban expansion (also known as sprawl) have reignited interest in the ways in which highway spending affects metropolitan growth patterns. This discussion paper extracts the best evidence to date on how highway investments distribute growth and economic activity across metropolitan areas. The paper also offers ideas on how transportation financing and policies can better respond to the various costs and benefits of highway projects in a region.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Efficient Urbanization: Economic Performance and the Shape of the Metropolis

Cervero

Lincoln Institute of Land Policy

12/1/2000 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=88#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=88#)

Description:

The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably “sprawl versus compact city” and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis. At the macro-scale, an econometric analysis using data across 47 U.S. metropolitan areas reveals that employment densities and urban primacy are positively associated with worker productivity, suggesting the presence of agglomeration economies. Congested freeways are shown to be a consequence of strong economic performance. An intra-metropolitan analysis using data on sub-districts of the San Francisco Bay Area generally reinforce the findings of the macro-scale analysis. In the Bay Area, labor productivity appears to increase with size of labor-marketshed and high accessibility between residences and firms. Higher employment density and well-functioning infrastructure also positively contribute to economic performance.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Investing in a Better Future: A Review of the Fiscal and Competitive
Advantages of Smarter Growth Development Patterns

Muro

The Brookings Institution

3/1/2004

PDF file

http://www.brookings.edu/metro/publications/200403_smartgrowth.htm#

Description:

This paper makes the case that more compact development patterns and investing in projects to improve urban cores would save taxpayers' money and improve regions' overall economic performance. To that end, it relies on a review of the best academic empirical literature to weigh the extent to which a new way of thinking about growth and development can benefit governments, businesses, and regions during these fiscally stressed times.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Job Sprawl: Employment Location in U.S. Metropolitan Areas

Glaeser

The Brookings Institution

7/1/2001

PDF file

[#http://www.brookings.edu/metro/publications/glaeserjobsprawlexsum.htm#](http://www.brookings.edu/metro/publications/glaeserjobsprawlexsum.htm#)

Description:

This survey maps the new American employment landscape, using zip-code employment files to map the location of jobs in the 100 largest U.S. metropolitan areas. Metropolitan areas are divided into four categories, based on whether they have tightly-packed central business districts, a very decentralized pattern of employment, or a combination of the two. The survey also highlights the characteristics of a metropolitan area--such as region, age, and political fragmentation--that are associated with employment decentralization.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Land, Infrastructure, Housing Costs and Fiscal Impacts Associated with
Growth: The Literature on the Impacts of Sprawl versus Managed
Growth

Burchell

Lincoln Institute of Land Policy

1/1/1995

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=149#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=149#)

Description:

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Managing Urban Sprawl: The Effects of Land Use Externalities

Irwin

Lincoln Institute of Land Policy

7/1/2002

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=564#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=564#)

Description:

An overlooked aspect of urban sprawl is the fundamental connection between spatial economic decisions regarding land use at an individual level and the evolution of sprawl land use patterns at a regional level. These linkages arise in part from spatial externalities that generate interdependencies in the land use conversion decisions of neighboring landowners. We use an optimal timing of development model to investigate how neighborhood interaction effects, in the form of land use externalities, influence the land development decision and how the presence of such interaction effects complicate the effects of exogenous policies designed to manage growth. Detailed parcel-level data on land use change from a central Maryland region are used to estimate a hazard model of land use conversion that captures the influence of time-varying variables, including changes in neighboring land uses, on the rate of land conversion at a parcel level. The results of this model are used to test hypotheses regarding the direction and relative magnitudes of the interaction effects and to investigate the effect of policies designed to cluster development and preserve open space. The model is also used to investigate how interaction effects modify the outcome of a particular policy variable aimed at creating open space by clustering development. Simulations of alternative clustering policies are performed using the estimated parameters to explore the effects of the clustering policy on sprawl patterns of development.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: New Regionalism: Building Livable Communities Across the Delaware Valley

Elkis

Delaware Valley Regional Planning Commission

7/1/1999

Book

[#http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#)

Description:

New Regionalism expands the concept of New Urbanism to include 1) limiting new development to designated growth areas, 2) fostering suburban development based on traditional neighborhood design principles, 3) encouraging infill development and urban revitalization, and 4) preserving an inter-connected regional open space network. This report explains key strategies and design principles for enhancing livability at both the neighborhood and regionwide scale, and presents local case studies of how various communities in the Delaware Valley are applying these principles to make themselves more livable.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: New Visions for Metropolitan America

Downs

Lincoln Institute of Land Policy

1/1/1994

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=12#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=12#)

Description:

American's preference for low-density development has generated severe traffic and pollution problems for central cities and has driven both urban and suburban housing prices beyond affordable levels. Downs offers thoughtful insights on the social and political problems facing metropolitan areas across the U.S. He proposes three alternative visions that reverse the trend to sprawl by emphasizing a regional sense of community rather than one oriented to a single jurisdiction.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Office Sprawl: The Evolving Geography of Business

Lang

The Brookings Institution

10/1/2000 PDF file

[#http://www.brookings.edu/metro/officesprawl/report.htm#](http://www.brookings.edu/metro/officesprawl/report.htm#)

Description:

Suburbs now contain the majority of office space in many of the country's top metropolitan office markets, according to this survey. Before 1980, central cities dominated the office market, but over the last two decades, office space has become much more dispersed. A new urban form, an "edgeless city," is emerging.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: Reviving the Sustainable Metropolis: Guiding Bay Area Conservation and
Development into the 21st Century

Steinbach

Greenbelt Alliance

6/1/1989

Book

[#http://www.greenbelt.org/resources/reports/index.html#](http://www.greenbelt.org/resources/reports/index.html#)

Description:

A concise report on how to resolve the San Francisco Bay Area's growing metropolitan problems, including urban sprawl, greenbelt destruction, and traffic congestion. Offers a short history of the region, an analysis of current land development trends and their consequences, a menu of policy solutions, and a fact-based appendix detailing the experiences of other regions--in the U.S. and abroad--in shaping metropolitan growth.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Smart Growth: Form and Consequences

Szold

Lincoln Institute of Land Policy

6/1/2002

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=249#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=249#)

Description:

What smart growth is and how it should direct our future planning and development remain confusing to many observers, including decision makers in the public arena who must learn a new vocabulary and offer more than rhetoric to citizens hungry for strong policy, planning and design solutions. Whether one sees smart growth as a slogan, a catch phrase, a call to the barricades or perhaps even the battle flag waved by the enemy, it raises many questions that we need to answer. The chapters in this book offer eclectic and wide-ranging essays that take the reader through the history of suburban growth to the spatial and temporal consequences of the current state and stages of growth and technological change, and across the normative assumptions about design, urban and suburban neglect and revival, private versus public property rights, and environmental ethics.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Solano County Smart Growth Zones: Rewarding Cities that Plan for Livability

Steinbach

Greenbelt Alliance

5/1/2002

PDF file

http://www.greenbelt.org/downloads/regions/solano-napa/smart_growth_zone_prop.pdf#

Description:

This fact sheet elaborates on the "Reward Smart Growth Planning" element in the Transportation for a Livable Solano County recommendations

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: The Debate Over Future Density of Development: An Interpretive Review

Myers

Lincoln Institute of Land Policy

1/1/1999

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=63#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=63#)

Description:

Projections for rapid population growth by the year 2020 have increasingly focused planners' attention on the issue of the future density of development. This paper offers an interpretative review of major positions taken within the debate over future density, adopting a temporal, as well as spatial, perspective. While the debate is frequently conducted in factual terms, the literature on density is highly subjective, involving alternative views of the future as well as a fundamental divergence between long- and short-term, and collective and individual economic orientations. This review contrasts the positions held by proponents of compact development and sprawl, with a special section dedicated to a discussion of the various meanings of these two terms. Subsequent sections examine dueling reports on future development in California produced by the Bank of America and Wells Fargo Bank, the relationship of the new urbanism to density, and the tension within developers' interests relating to sprawl, on the one hand, and compact development and the new urbanism on the other.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: The Impacts of Urban Form on Travel: A Critical Review

Crane

Lincoln Institute of Land Policy

3/1/1999

PDF file

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#)

Description:

What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Urban Sprawl

Nechyba

Lincoln Institute of Land Policy

7/1/2004

PDF file

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=924#>

Description:

Modern usage of the term “sprawl” was coined in 1937 by Earle Draper -- one of the first city planners in the southeastern United States (Black, 1996). By the end of World War II, the major themes that characterize the current debate over sprawl and its connections to transportation and income had already emerged. These issues were summarized in the 1940’s by the British advocate of city planning F.J. Osborn (1946 [1965], p. 15):

These new forms of transportation...were used ...to facilitate the sprawling of suburbs, a type of urban growth wasteful from the economic standpoint and disadvantageous socially. Coupled with the rise of real incomes, rapid transport has enabled the people moving out from the centers to find the open residential surroundings they desired. But they and the numerous immigrants from rural areas have obtained these surroundings at the expense of long and costly daily journeys to and from work. Local community life has been weakened or destroyed, and access to the country made more difficult for the large numbers of residents still left in the city centers.

In the years since Draper introduced the concept of urban sprawl, popular concern over the issue has continued and grown. In the 1998 elections alone, more than 150 ballot measures were introduced to combat urban sprawl in one way or another, and over 85 percent of them passed (Samuel, 1998).

We begin with an overview of the causes and consequences of urban sprawl in the twentieth century, focusing in particular on lower transportation costs and self-sorting of the population. By sprawl, we will mean the tendency toward lower city densities as city footprints expand. Overall, it seems clear to us that Americans are better off than they were prior to the rise of sprawling cities, largely because the sprawling cities have created opportunities for significantly higher levels of housing and land consumption for most households. These gains, however, have not come without associated costs. Following the overview, we focus on four issues that raise clear efficiency and equity concerns: unproductive congestion on roads, high levels of metropolitan car pollution, the loss of open space amenities, and unequal provision of public goods and services across sprawling metropolitan suburbs that give rise to residential segregation and pockets of poverty. Finally, we consider the tradeoffs inherent in some policies commonly proposed to address urban sprawl. Throughout, a main theme of our discussion is that a full analysis of sprawl is made difficult by the lack of a usefully integrated economic model of urban economies. Along these lines, we conclude with some thoughts on possible future research agendas.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Urban Sprawl in a U.S. Metropolitan Area: Ways to Measure and a Comparison of the Sacramento Area to Similar Metropolitan Areas in California & U.S.

Wassmer

Lincoln Institute of Land Policy

1/1/2000

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=114#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=114#)**Description:**

For more than forty years, urban planners, environmentalists, and other social engineers have used the pejorative catch phrase of urban sprawl to categorize much of what Americans dislike about suburban life in U.S. metropolitan areas. In the early 1990s, coinciding with Joel Garreau's (1991) publication of *Edge City: Life on the New Frontier*, the term urban sprawl grew to common usage in the public's lexicon and is now a policy concern that is even debated at the national level. In his 1999 State of the Union Address, President Clinton devoted nearly 20 percent of his time to issues related to metropolitan development; he only spent more time on foreign policy. Vice President Al Gore, running for President in 2000, followed up with campaign speeches that attributed road rage, loss of fertile land, central city decay, and even a decline in family life to urban sprawl. Alternatively, Conservative commentators like Thomas Sowell (1999) and George Will (1999) attribute this national focus as the most recent crisis contrived by Liberals to justify government interference in what should be the private choices of where people and businesses locate.

Given this background, it is hard to find an individual or policymaker in any region in the United States who, at least publicly, favors urban sprawl. At the same time, it is equally difficult to find someone who can concisely define what urban sprawl is and how to best measure the degree to which it has occurred in a region. However, it is not hard to find an individual or policymaker in the United States concerned over the negative outcomes that are widely attributed to urban sprawl: loss of open space, traffic congestion, air pollution, a greater percentage of the poor living in the inner-city, central city blight, etc. To correctly test the causal connection between urban sprawl and these negative outcomes, ways are needed to measure the degree that urban sprawl has occurred in a metropolitan area like Sacramento. Once this measurement is chosen, factors cited as causes of urban sprawl can also be tested for validity, and if appropriate, these tests can then form the basis for public policies designed to reduce sprawl and the negative urban outcomes attributed to it.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublished Format

Title: Vacating the City: An Analysis of New Homes vs. Household Growth

Bier

The Brookings Institution

12/1/2003 PDF file

http://www.brookings.edu/metro/publications/20031205_bier.htm#

Description:

An analysis of building permits and household changes in 74 of the largest metropolitan areas found that:

From 1980 to 2000, the number of new building permits exceeded the number of new households by nearly 19 percent, although there were dramatic differences between decades. New housing permits outpaced household growth the greatest in the Northeast and Midwest, at 30 percent and 35 percent, respectively.

When metropolitan building permits outpace household growth, it generally comes at the expense of the central city and possibly older, inner-ring suburbs. The size of a city's share of metropolitan area building permits affects its change in households. All but one of the 27 cities that lost households in the 1990s had a small share (less than 10 percent) of their area's building permits.

If housing permits lag household growth in a metropolitan area, then the central city will not lose households and may actually gain them. In contrast, the more that new housing permits exceed household growth in a metropolitan area, the more likely the central city will lose households. But if the city's share of the area's permits is large enough, the city can escape household loss and can grow.

Overall, the relationship between housing construction and household growth is a fundamental and potent factor in the dynamics of urban change.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Vacaville at a Crossroads: The path to smart growth or a highway to sprawl?

Steinbach

Greenbelt Alliance

11/1/2002 PDF file

[#http://www.greenbelt.org/downloads/regions/solano-napa/GA_VacavilleRpt.pdf#](http://www.greenbelt.org/downloads/regions/solano-napa/GA_VacavilleRpt.pdf#)

Description:

Vacaville's choices as it grows in the next decade.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: When Corporations Leave Town: The Costs and Benefits of
Metropolitan Job Sprawl

Persky

Lincoln Institute of Land Policy

1/1/2000

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=161#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=161#)

Description:

A central question in the recently reemerged debate about regionalism and suburban sprawl asks: What are the costs and benefits to society at large when private firms take advantage of profitable expansion opportunities in the outer suburbs and thus leave vacant sites in older central cities? This study develops a consistent and comprehensive cost-benefit analysis of this contentious issue.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Who Sprawls Most? How Growth Patterns Differ Across the U.S.

Fulton

The Brookings Institution

7/1/2005

PDF file

[#http://www.brookings.edu/metro/publications/fultonpendall.htm#](http://www.brookings.edu/metro/publications/fultonpendall.htm#)

Description:

This is the first national study to measure the consumption of land for urbanization compared to population change for every U.S. metropolitan area. It finds that, contrary to conventional wisdom, the West is home to some of the densest metropolitan areas in the nation. By contrast, the Northeast and Midwest are in some ways the nation's biggest sprawl problems because their metropolitan areas added few new residents, but consumed large amounts of land. The report also examines variables associated with sprawl, density, and urbanization, and finds for example, that, all else being equal, metropolitan areas with large shares of foreign-born residents have higher densities and sprawl less.